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ATTACHMENT A

RAILROAD LINES IN CHINA

<u>Name - Location</u>	<u>Roadbed (Kilometers)</u>	<u>In Operation (Kilometers)</u>
I. Railroads in Manchuria		
<u>Chin-Changchun Railroad</u>		
Northern Section, Manchouli (117-27, 49-36) Suifenho (131-09, 44-23)	14,484	14,484
Southern Section, Harbin-Dairen	941	941
<u>Harbin-Mukden Railroad</u>		
Northern Section, Shanhaikuan (119-44, 40-00) - Mukden	440	440
Southern Section, Harbin-Liafa (127-17, 43-51)	295	295
The following are branch lines:		
<u>Harbin-Peian (126-22, 48-14)</u>	326	326
<u>Yantanchiang (129-37, 44-35) - Tumen (129-50, 42-55)</u>	249	249
<u>Yutanchiang-Chiamussu (130-21, 46-49)</u>	331	331
<u>Guibhua (126-58, 46-38) - Chiamussu</u>	382	382
<u>Harbin-Kuang Tzu (佳木斯) (unlocated) - Aerhshan (126-12, 48-41)</u>	337	337
<u>Changchun-Tumen</u>	528	528
<u>Ssiping-chieh (124-22, 43-11) - Tsitsihar (123-57, 47-22)</u>	231	231
<u>Jungliao (122-14, 43-38) - Heishan (122-05, 41-12)</u>	245	245
<u>Yisinlitum (122-08, 42-01) - I Hsien (121-15, 41-32)</u>	132	132
<u>Mukden-Kirin</u>	447	447
<u>Mukden-Antung (124-23, 40-09)</u>	261	261
<u>Chinchou (121-07, 41-07) - Kupeikou (130-07, 45-20)</u>	Not stated	150
<u>Julin (133-38, 45-59) - Linkou (130-07, 45-20)</u>	Not stated	Not stated

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<u>Penchi (123-43, 41-20) - Liaoyang (123-12, 41-16)</u>	70	70
<u>Harbin-Heiho (127-28, 50-15)</u>	250	250
2. Railroads in China proper:		
<u>Peiping-Mukden Railroad</u>		
<u>Southern section, Peiping-Shanhaikuan</u>	404	404
<u>Northern section, see above</u>		
<u>Peiping-Suiyuan Railroad, Peiping-Paotou (110-03, 40-36)</u>	817	817
<u>Peiping-Hankow Railroad (Ching-Man Railroad)</u>	1,214	1,214
<u>Wientsin-Pukou (118-44, 32-C6) Railroad ***</u>	1,009	1,009
<u>Tsingtao-Chinan (117-00, 36-41) Railroad</u>	394	394
<u>Shihchiachuang (114-28, 38-02) - Taiyuan (112-35, 37-52) Railroad (wide-gauge)</u>	234	234
<u>Tatung (113-14, 40-06) - Puchou (110-07, 34-52) Railroad</u>	864	Not stated
Sections in operation include the stretch from Taiyuan to Linfen (111-31, 36-05), which the Japanese made a wide-gauge track, and Linfen - Yuncheng (110-51, 35-06), which is still narrow-gauge.		
<u>Luanghai Railroad, Hichou (119-12, 34-34) - Paochi (106-50, 34-16)</u>	1,230	1,230
Since 3 April 1950, Soviet experts have been helping build the section from Paochi to Tienshui (105-28, 34-36), which is scheduled for completion by April 1951.***		
<u>Jani Han (雅南) Railroad, Tienchiaan (117-07, 32-38) - Yuchi (118-16, 31-27)</u>	214	214
<u>Nanking-Wuhu (118-23, 31-21) Railroad</u>	Not stated	Not stated
The Communist government has changed the name of the railroad to the Chiangning (original name of Nanking) Wuhu Railroad.		
<u>Shanghai-Nanking Railroad</u>	310	310
The name of this road has been changed, for the same reasons as given above, to Shanghai-Chiangning.		
<u>Shanghai-Hanchow-Ningpo Railroad, Shanghai-Hangchow</u>	Not stated	1.96

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<u>Cheliang-Kiangsi Railroad</u> , Hsu-chow - Chuchou (113-06, 27-53)	1,004	1,004
<u>Canton-Hankow Railroad</u> , Canton-Wuchang (114- 17, 30-32)	1,096	1,096
<u>Canton-Sanshui Railroad</u>	Not stated	Not stated
<u>Canton-Kowloon Railroad</u> , Canton-Shenchuan (114-08, 22-32)	Not stated	Not stated
<u>Nanchang (115-53, 28-40) - Chuchang (115- 44, 28-15) Railroad</u>	128	128
<u>Tehsien (116-17, 37-27) - Shihchiachuang Railroad</u>	181	181
<u>Peiping-Kupeikou (117-10, 40-42) Railroad</u> The section in operation is from Peiping to Miyun (116-50, 40-21).	Not stated	Not stated
<u>Tachou (114-30, 35-34) - Chinghua (111-45, 29-25)</u> The section in operation is from Hsinhsiang to Chiaotso (113-44, 35-15)	150	64
<u>Hunan-Kwangsi-Kweichow Railroad</u> The roadbed extends from Hengyang to Tuyun (107-32, 26-15), while sections in operation include those from Hengyang to Paipeng (109- 11, 24-08), and Liuchou (109-16, 24-18) to Tseling (107-47, 24-56).	1,077	777
<u>Yunnan-Indochina Railroad</u> , Kunming-Laokai	Not stated	Not stated

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Comment. It is the opinion [redacted] that the primary objective of the program is the linking of the USSR to air and naval bases on the China coast and in North Korea, through Manchuria and China proper. It is probable that the China Changchun Railroad is actually under Soviet control, while through the placement of key management personnel since February 1950, the Soviets have influenced the railroad policy and procedures in all of Manchuria, and to a much lesser extent in China proper. Soviet technical assistance to the Chinese Communists in rebuilding of China's rail and highway facilities has been reported frequently, and in late 1949 a Soviet expert was in charge of the Railway Engineering Section of the Railway Army Group of the Chinese Communist Army.

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Comment. In early 1950 the Chinese Communists were planning to

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link Lussuchen (121-38, 32-04) to Fukou by rail through Taihsing Nsien (120-02, 32-09) and Yangchou (119-27, 32-24).

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**** [redacted] Comment. The middle section of this road from Haichou to Tienhui was to be open for travel by November 1949, while new construction was planned between Ninghsia and Lanchow (103-41, 36-03) and from Lanchow to Tonshui.

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